

# Norman Comprehensive Transportation Plan MODAL PLANS, PROJECTS, PROGRAMS & POLICIES **PUBLIC MEETING No. 2** September 26, 2013

# Agenda



- 6:00PM** • CTP Modal Plan Presentation
- 6:45PM** • Q & A at Information Stations
- 7:30PM** • Station Input & Comments Review Session
- 7:45PM** • Closing Remarks/Next Steps and Q&A

# Transportation Planning for Moving Forward



- **Framework for growth**
- **Land Use/transportation interface**
- **Multi-modal considerations**
- **System Alignments/ROW Preservation/Design Standards**
- **Coordination with other agency/city plans**
- **Infrastructure and utilities coordination**
- **Capital Improvements Programming**
- **Funding of Improvements**
- **Economic benefit**
- **Statement of Community Policy**



# Guiding Principles, Goals, Objectives



## Special Place to Live

- **Vibrant** Norman Community in 2035
- Transportation and Infrastructure **focus on both people and places**
- Enhanced transportation **choices** and **accessibility**
- Create a **unique place** with **lasting value**
- **Blends** seamlessly with the character of **Norman's neighborhoods, employment centers and activity centers**

## Mobility

- Seamless system of **transportation options** and solutions
- Norman Moving Forward's emphasis on **system management and operations, context sensitive** and **complete streets designs**
- Range of **accessible and convenient, multi-modal transportation choices** that provide connections between neighborhoods and destinations

## Maintain and Preserve Existing Infrastructure

- Priority on **maintenance, rehabilitation, safety** and **reconstruction**
- **Neighborhood viability** through **maintaining streets, sidewalks, utilities, storm water systems** and other infrastructure facilities
- Investments **balance transportation needs** of the community and local neighborhoods

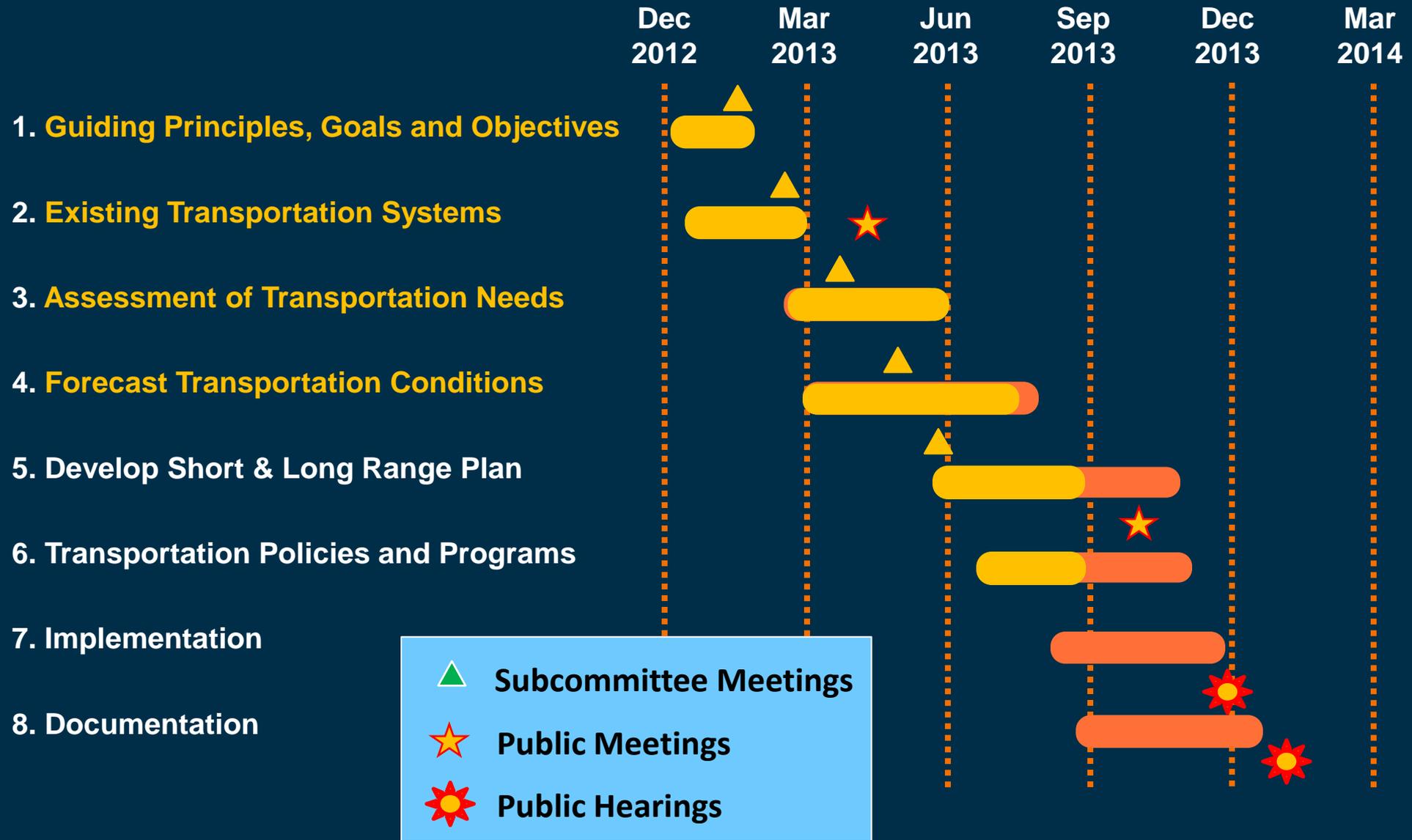
## Fiscal Stewardship

- Provide a **detailed roadmap of actions** for transportation and infrastructure improvements
- Investments **maximize the benefits for multiple user groups** in a way that is **fiscally and environmentally responsible**
- **Input** from the **community-at-large** and ongoing dialogue with **stakeholders**

## Enhance Economic Vitality

- Promotes economic growth while **using resources in an efficient and effective manner**
- Supports a **diverse, vibrant local economy** with a **strong tax base**
- **Reduces the fiscal burden on residents** to provide city services

# Overview Scope and Schedule



# Subcommittee Meetings



- Subcommittee Work:
  - Modal focus groups
  - Advance review of materials
  - Group discussions on needs
  - Group brainstorming on actions
  - Review of CTP modal plans
  - Review of CTP report chapters
  - Participate in public meetings

## Meeting Dates

- SC#1 Feb. 7<sup>th</sup>: Goals/Objectives
- SC#2 Feb 18<sup>th</sup>: Existing Conditions & Needs
- SC#3 Mar. 25<sup>th</sup>: Improvement Concepts
- SC#4 Apr. 25<sup>th</sup>: Assess Potential Projects
- SC#5 May 23<sup>rd</sup>: Policies and Programs

## Subcommittees

- Autos and Parking
- Transit Service
- Pedestrian, Bike and Streetscape
- Freight, Airport, Emergency Response



# Transportation Needs



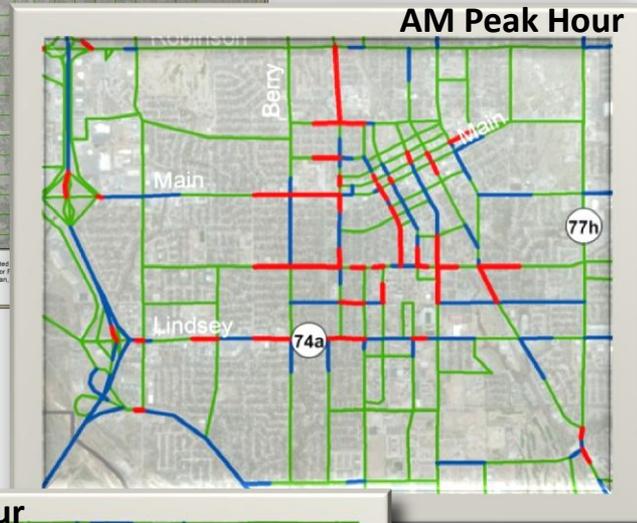
- Existing Conditions Assessment
- Initial work with Sub-Committee
- Assessment of needs
- Public Input
- Modeling & Analyses
  - Existing + Committed
  - Scenarios

## Existing + Committed Analysis

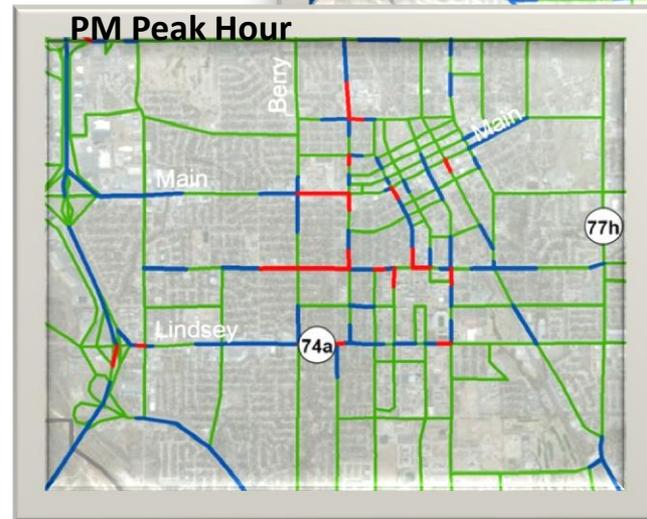
### 2035 Peak Traffic



### AM Peak Hour



### PM Peak Hour





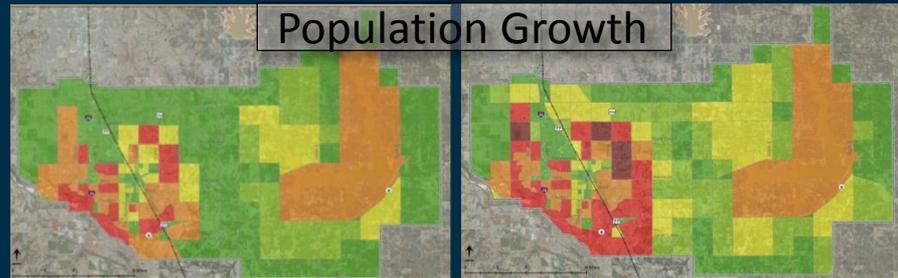
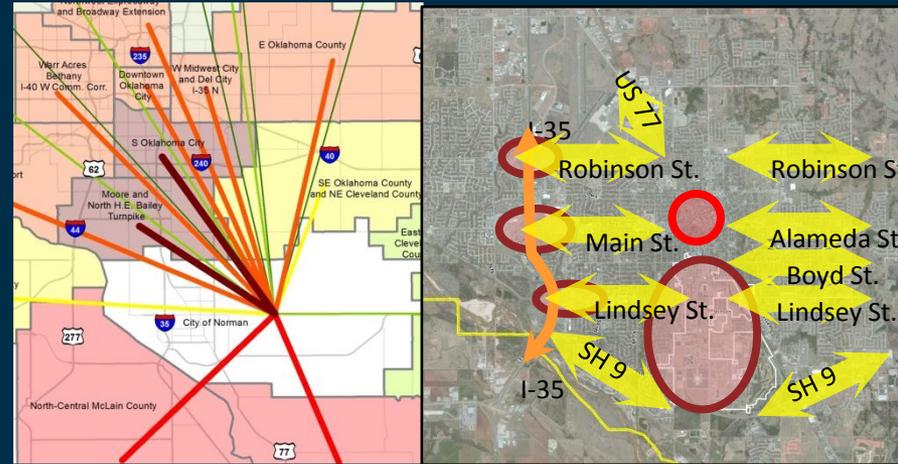
## Modal Plans

- Thoroughfare Plan and Typical Sections
- Bicycle and Pedestrian Plan, Sidewalk Completion Plan
- Transit Service Plan
- Airport, Freight and Emergency Response

# Roadway Needs

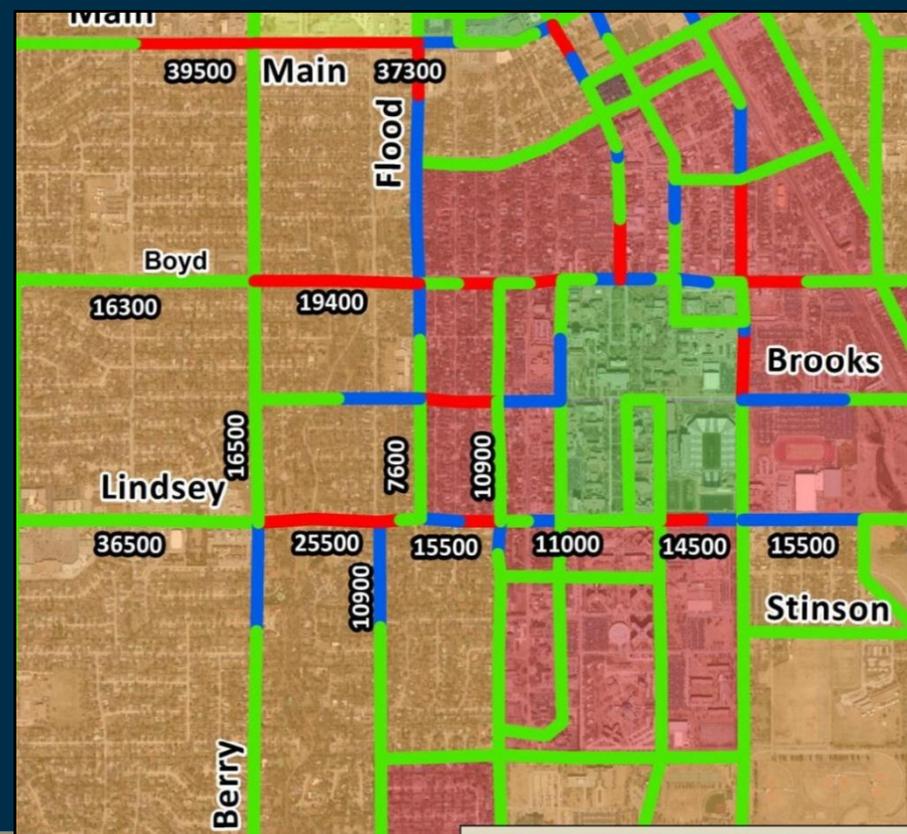
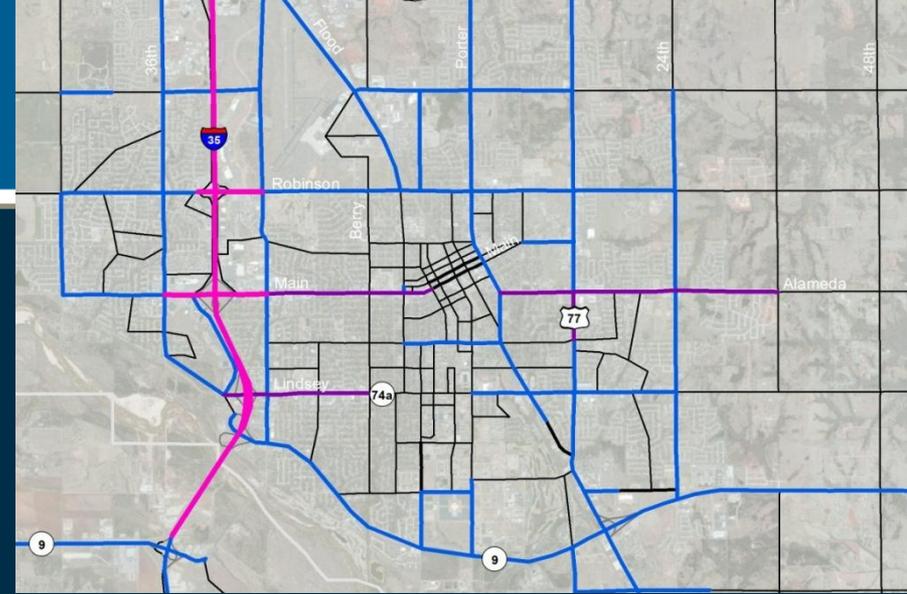


- Regional connections
- Norman core accessibility
- North/South Capacity to downtown and campus area
- East/West capacity needs
- Connectivity between downtown and campus corner



# CTP Travel Forecasting

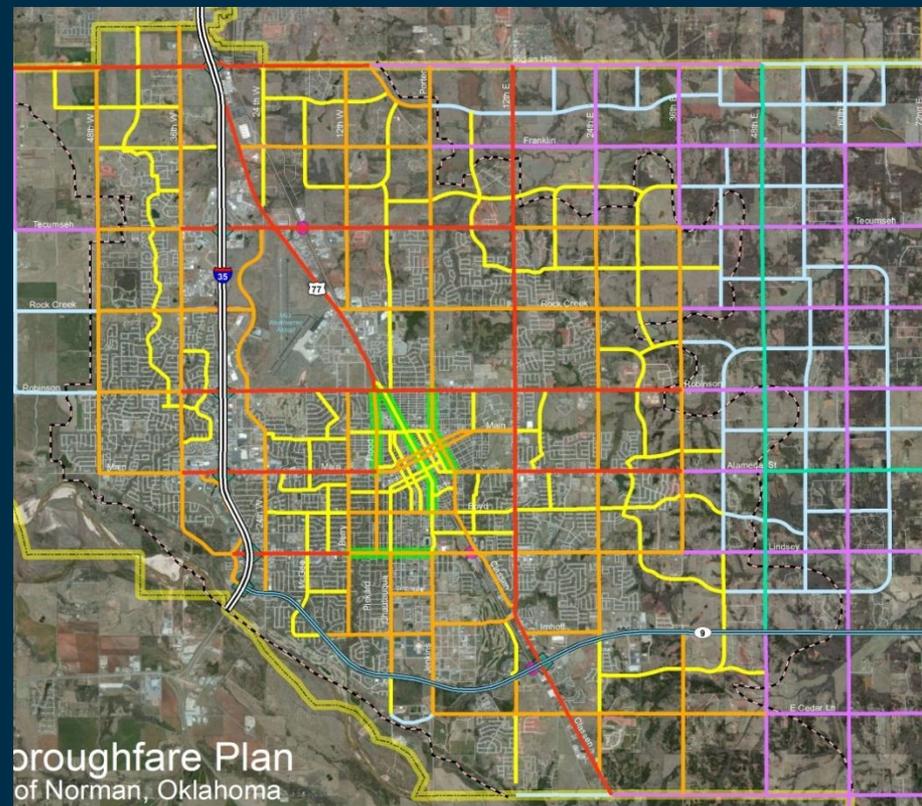
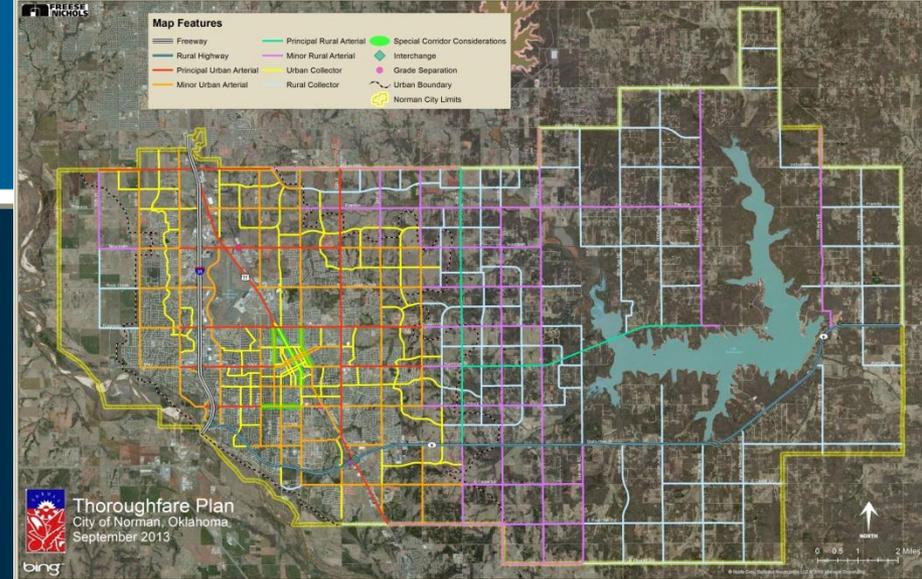
- ACOG Regional Model
  - Encompass 2035
  - Travel Survey-household and transit
  - Model Calibration
  - Commute Patterns
  - Norman 2025 Land Uses, Updated
- Norman Sub-Area Model
  - Added network definition
  - Refined TAZ loading onto network
  - University North Park Development
  - Socio-Demographics by TAZ
    - Population confirmed
    - Employment confirmed





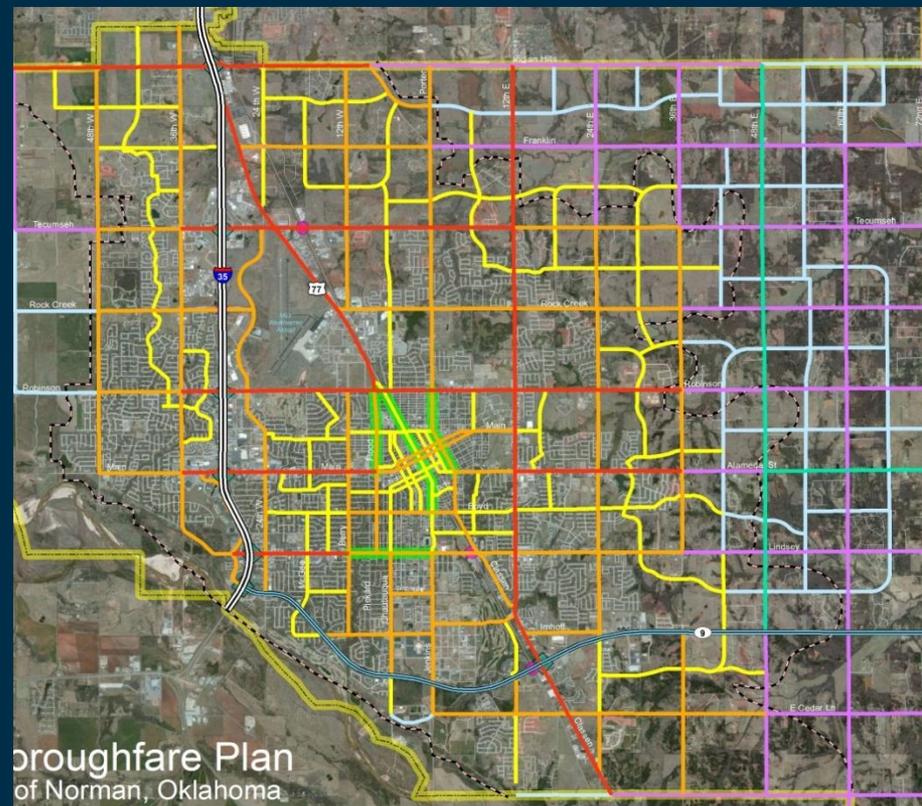
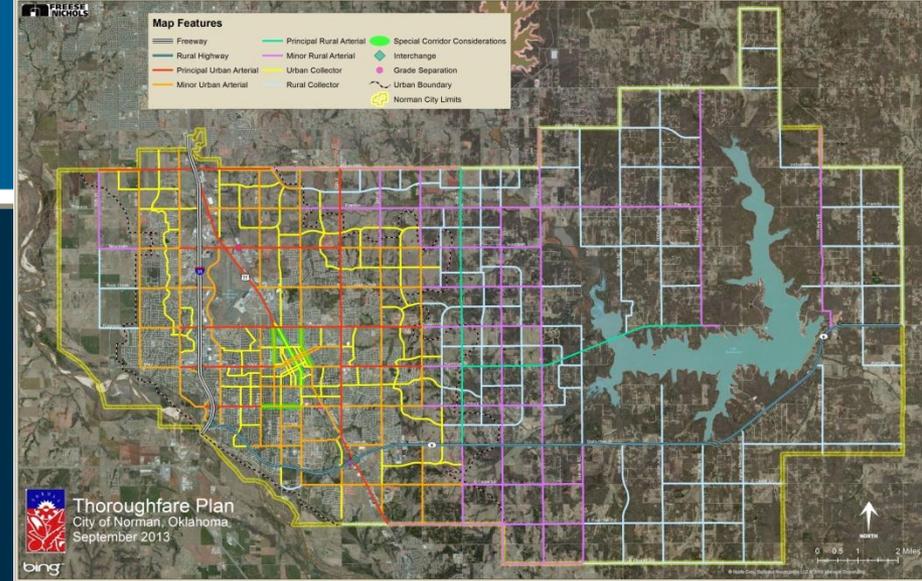
# Highlights of the Thoroughfare Plan

- Added definition to functional classification and network
- Design options for roadway sections
- Formalization of internal loop for regional connection
- Identification of Collector network supporting section grid
- Creation of Special Corridors
- Railroad grade separations at Tecumseh and Lindsey



# Highlights of the Thoroughfare Plan

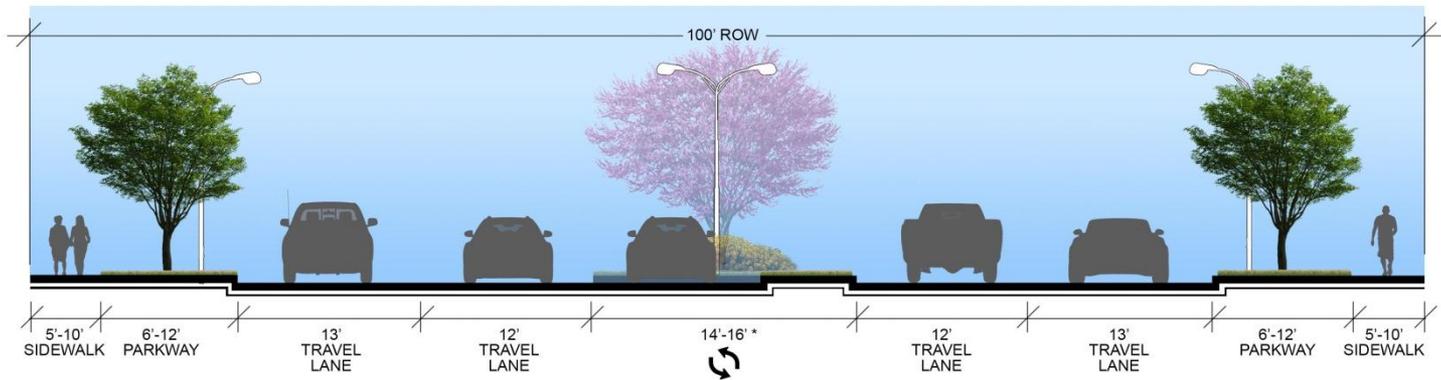
- Extension of James Garner
- Increased significance of Jenkins and Chautauqua from SH9
- Re-thinking Main and Gray Streets thru downtown
- Main/Gray (Porter to Roundabout)
- Special Corridor Considerations
  - Lindsey Street
  - Porter Avenue
  - Flood Avenue
  - James Garner
- Rural Principle Arterials
  - 48<sup>th</sup> Street East
  - Alameda Street



# Hierarchy of Design Sections



## Principal Urban Arterial



### Design Section Options:

- Add Bike Lane – tradeoff with sidewalk and parkway or add ROW
- Six Through Lanes – for ADT > 40,000, requires additional ROW
- Flush Median – for complex property access needs

### Applications:

Main, I-35 to Flood  
Robinson, I-35 to 36<sup>th</sup> E.  
Tecumseh, I-35 to 12<sup>th</sup> E.  
12<sup>th</sup> E. thru Norman

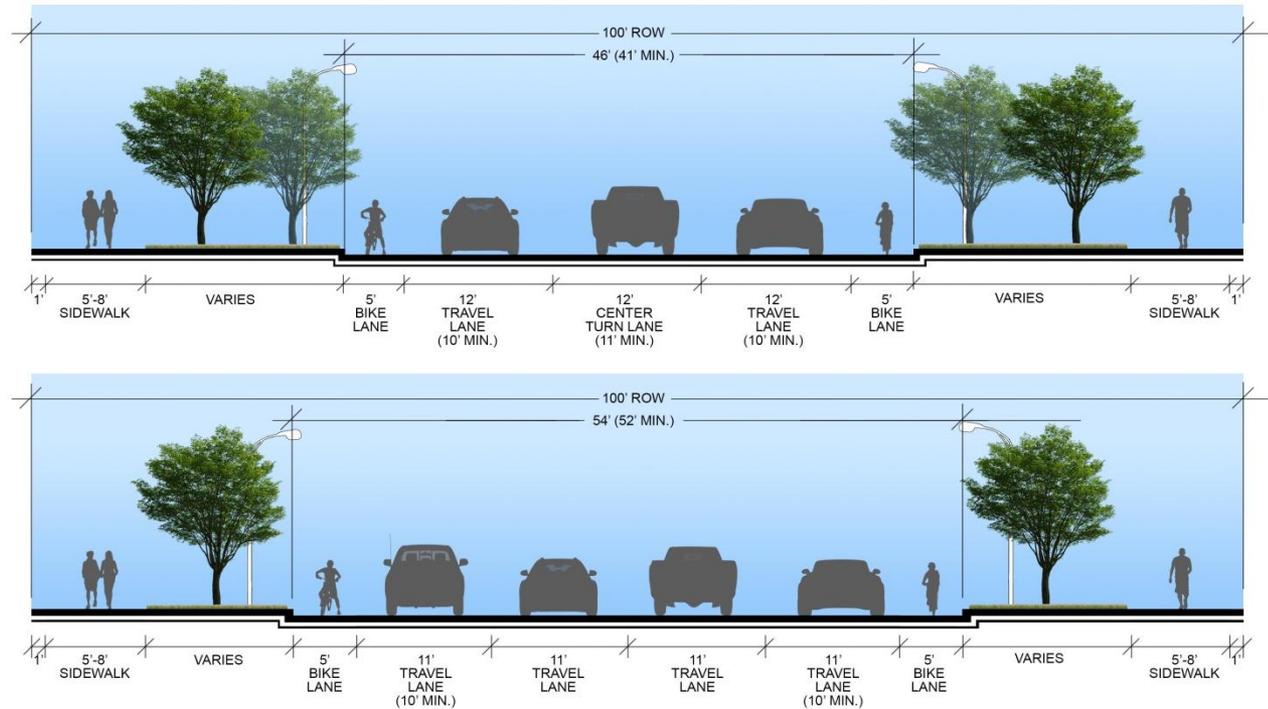
# Hierarchy of Design Sections



## Minor Urban Arterial

### Applications:

Berry, Lindsey to Robinson  
36<sup>th</sup> W. thru Norman  
Main, east of Porter



### Design Section Options:

- Landscaped Median (three lane section) – where turns not needed
- Turn Lanes at Intersection (four lane section) - using portion of landscaping buffer
- Parking provisions, using portion of landscaping buffer
- Two-lane roadway with roundabouts at intersections
- One-way couplet, with one lane in each direction

# Hierarchy of Design Sections



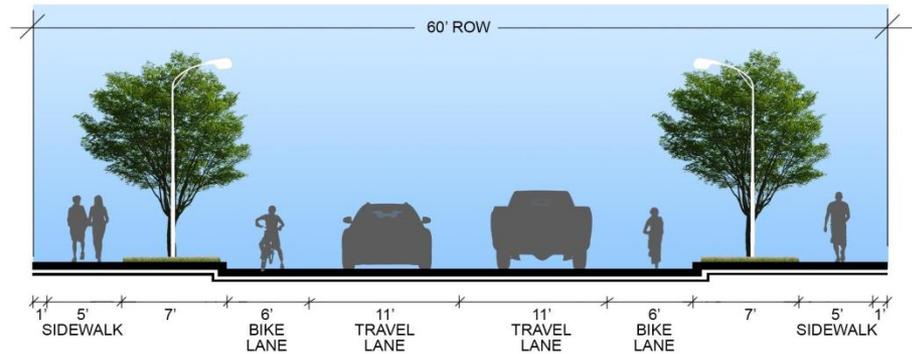
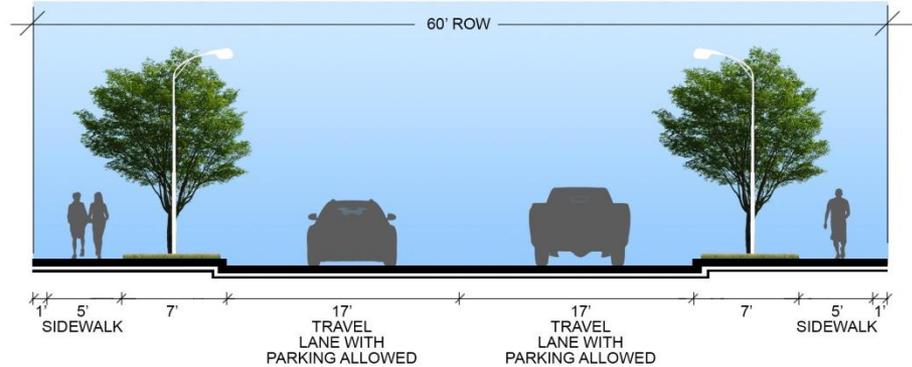
## Urban Collector

### Applications:

Webster

Acres

Boyd, Berry to 24<sup>th</sup> W.



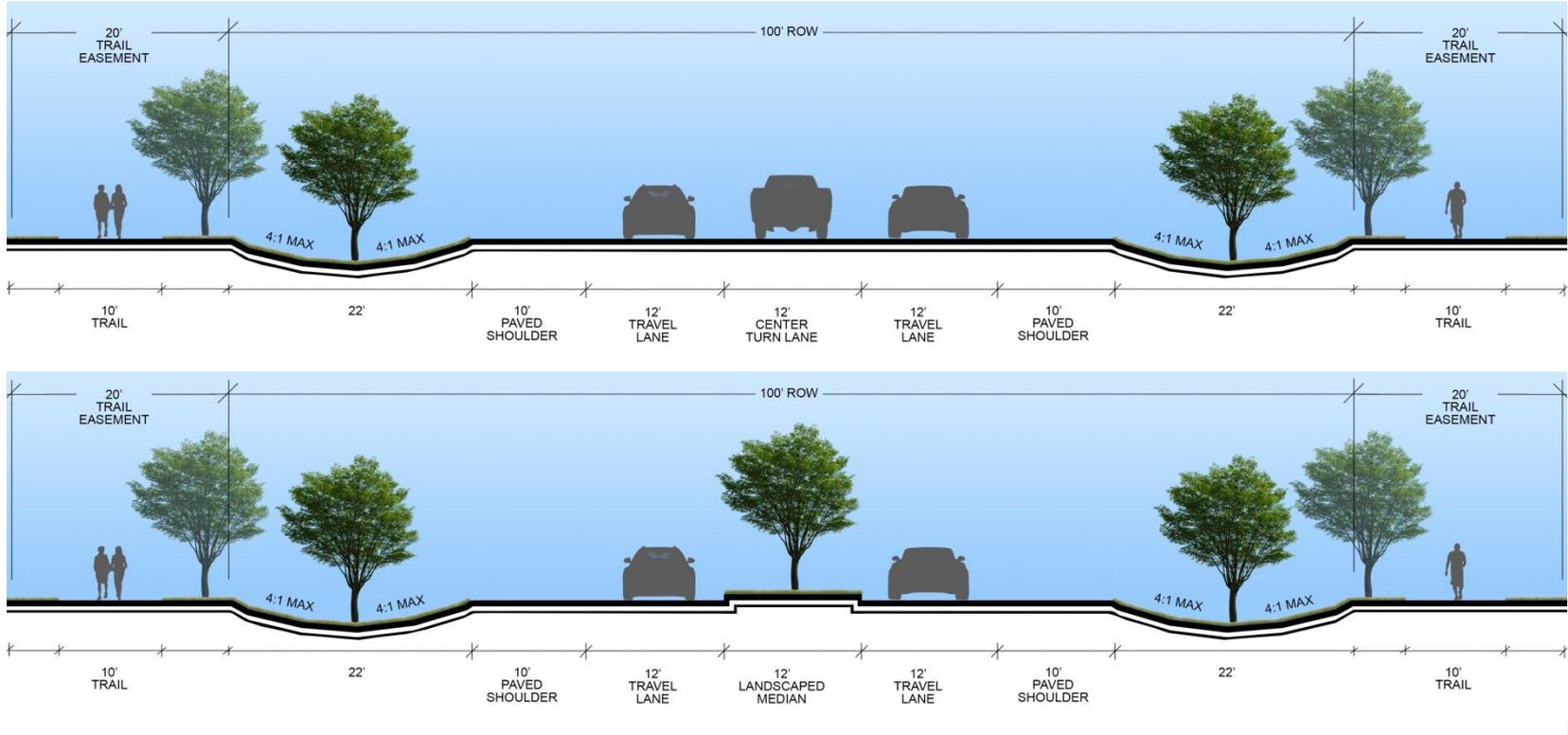
### Design Section Options:

- Turn Lanes at Intersection – narrow lanes to 11' or additional ROW
- Parking provisions plus bike lanes – trade-off landscaping or additional ROW
-

# Hierarchy of Design Sections

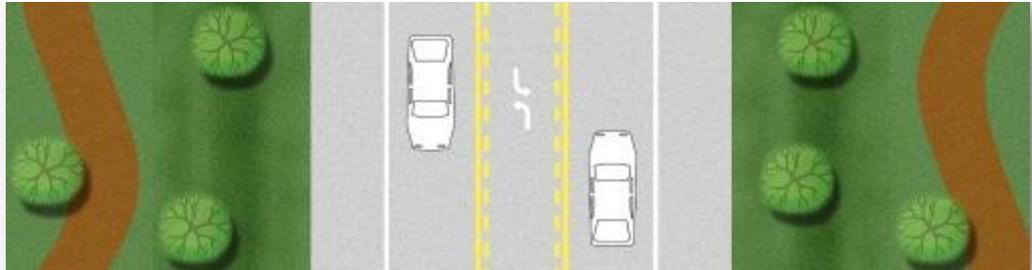


## Principal Rural Arterial



### Applications:

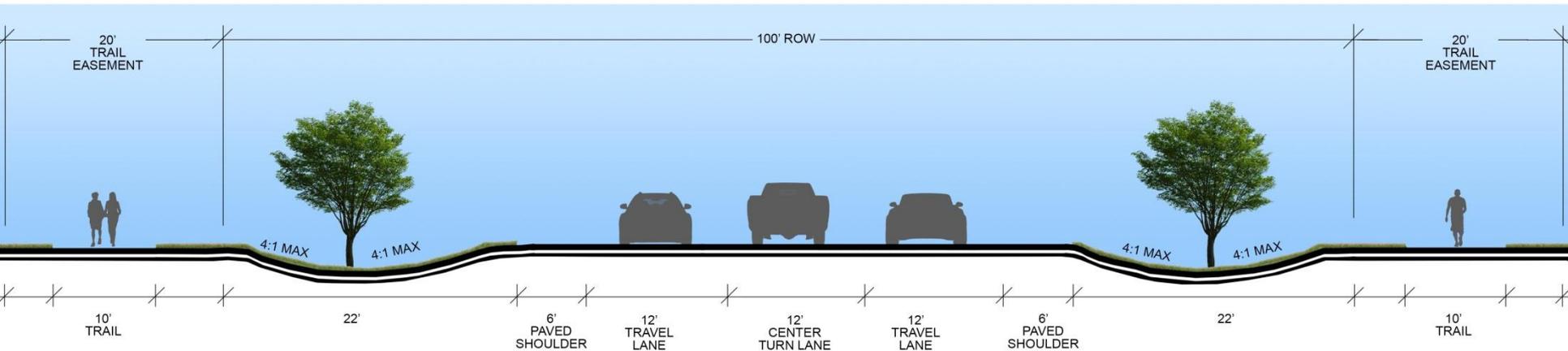
48<sup>th</sup> E. thru Norman  
Alameda, 48<sup>th</sup> to Lake



# Hierarchy of Design Sections



## Minor Rural Arterial



### Design Section Options:

- Designate Shoulder as bicycle facilities – typical treatment
- Raised/Landscaped Median – for context sensitive design
- Trail easement along one or both sides – see Bike/Ped Plan

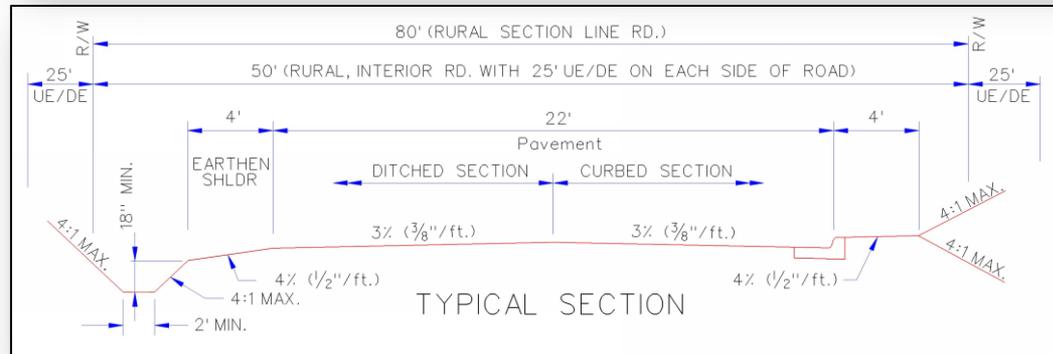
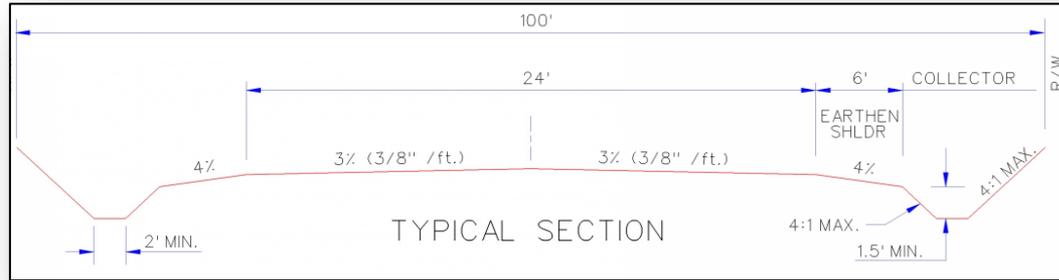
### Applications:

Indian Hills, Franklin, from Porter eastward  
Tecumseh, Rock Creek,  
Robinson, Lindsey from  
36<sup>th</sup> E. eastward  
60<sup>th</sup> E., 72<sup>nd</sup> E., 120<sup>th</sup> E.

# Hierarchy of Design Sections



## Rural Collector (existing standard)



### Design Section Options:

- Add 5-foot sidewalks or path along roadway
- Curb and gutter edges on roadway
- Medians, landscaping, wider pavement

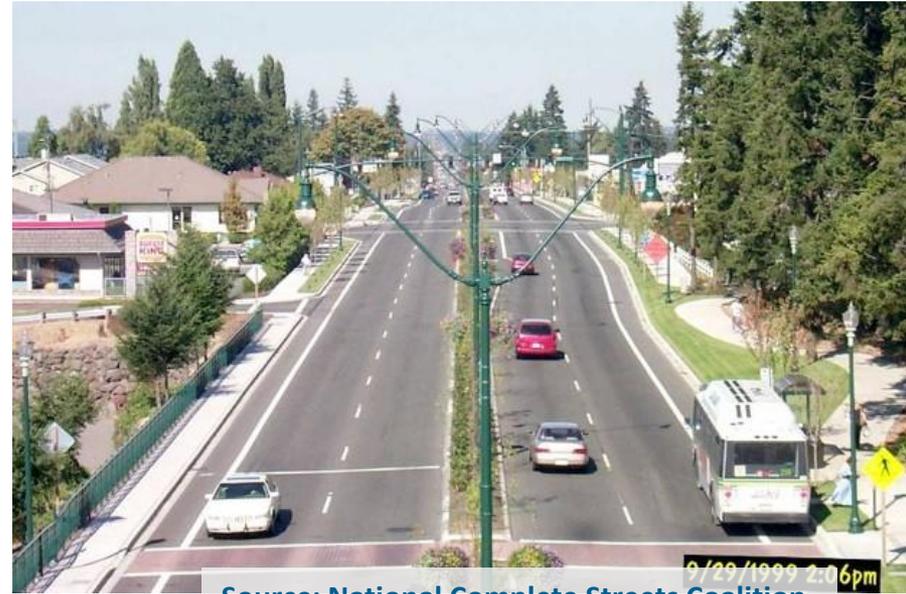
### Applications:

Sparse section line roads  
Rural interior roadways

# Complete Streets



- A network for all users
  - walking, bike, transit, auto
- Right-sizing of streets
- Improved safety
- Mobility choices
- Economic benefit
  
- Guidelines for:
  - Project selection
  - Design standards
  - Special considerations



Source: National Complete Streets Coalition

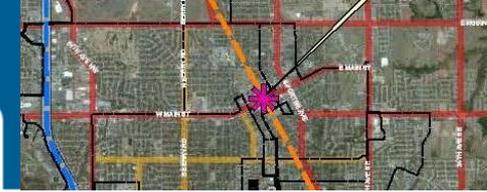


# Bike & Pedestrian Needs

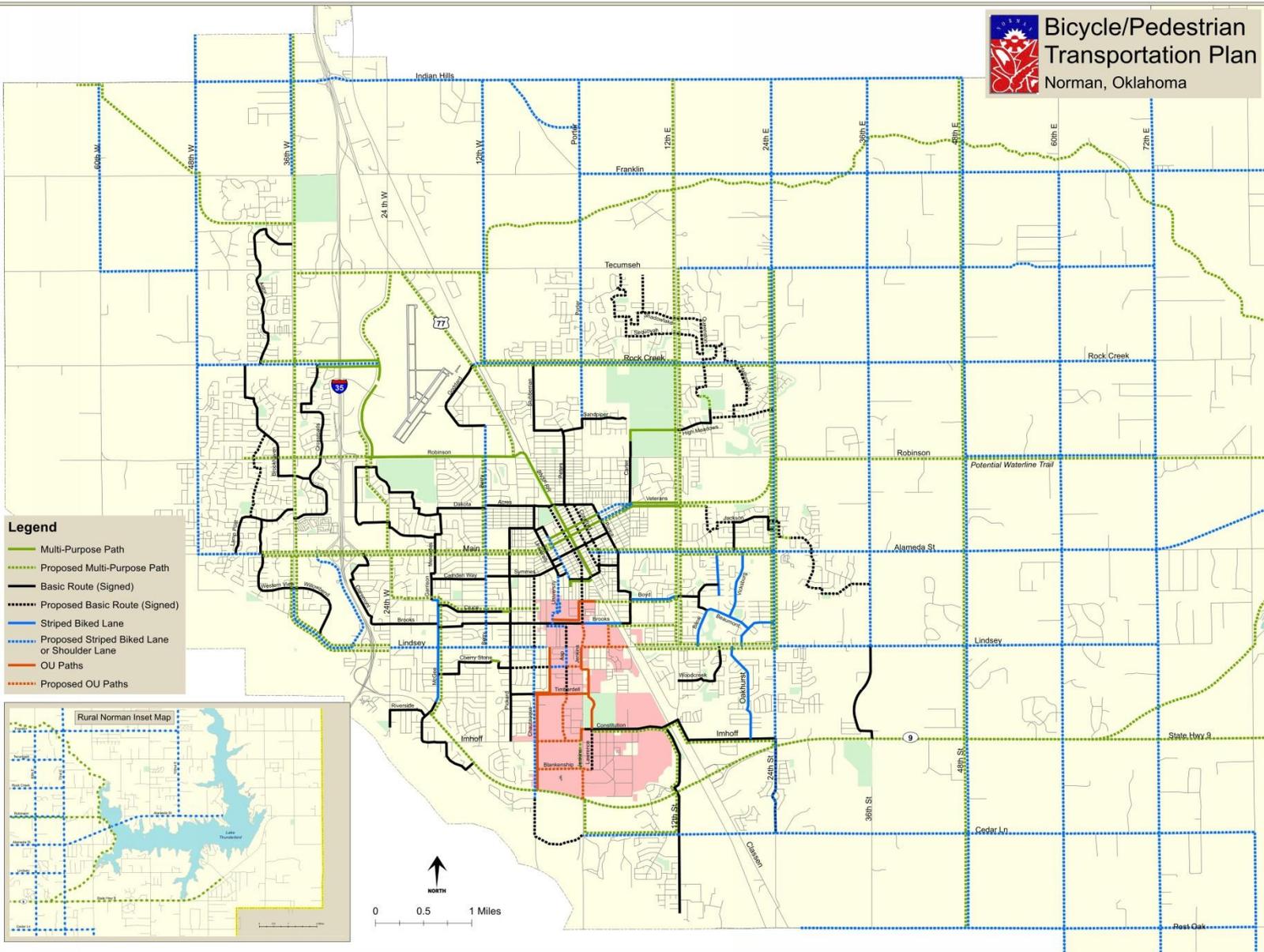


- Sidewalk system and gap improvements
- Pedestrian safety/mobility during construction
- Wayfinding toward completed sidewalks
- Implementation/prioritization of:
  - Safe Routes to Schools
  - Safe Routes to Transit
  - Access from neighborhoods to parks
- Promote Bike & Walking
- Funding

# Bike & Pedestrian Plan



## Bicycle/Pedestrian Transportation Plan Norman, Oklahoma



### Legend

- Multi-Purpose Path
- Proposed Multi-Purpose Path
- Basic Route (Signed)
- Proposed Basic Route (Signed)
- Striped Biked Lane
- Proposed Striped Biked Lane or Shoulder Lane
- OU Paths
- Proposed OU Paths

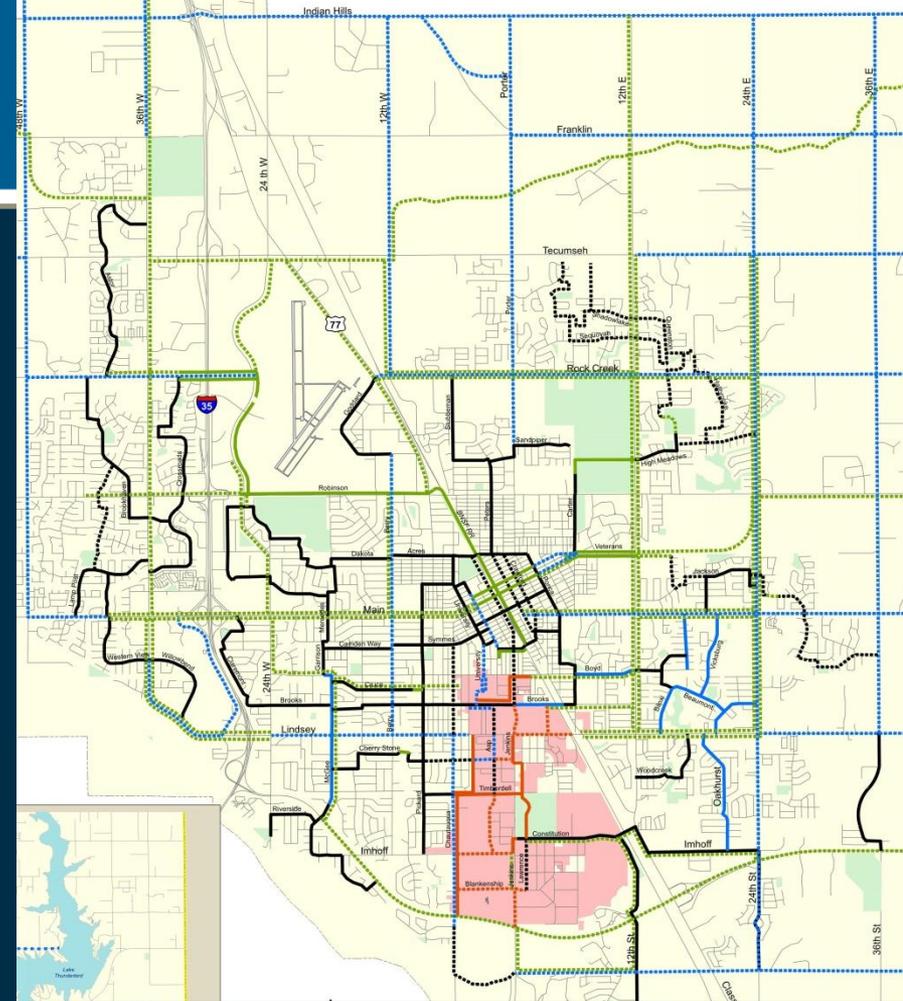
### Rural Norman Inset Map



0 0.5 1 Miles

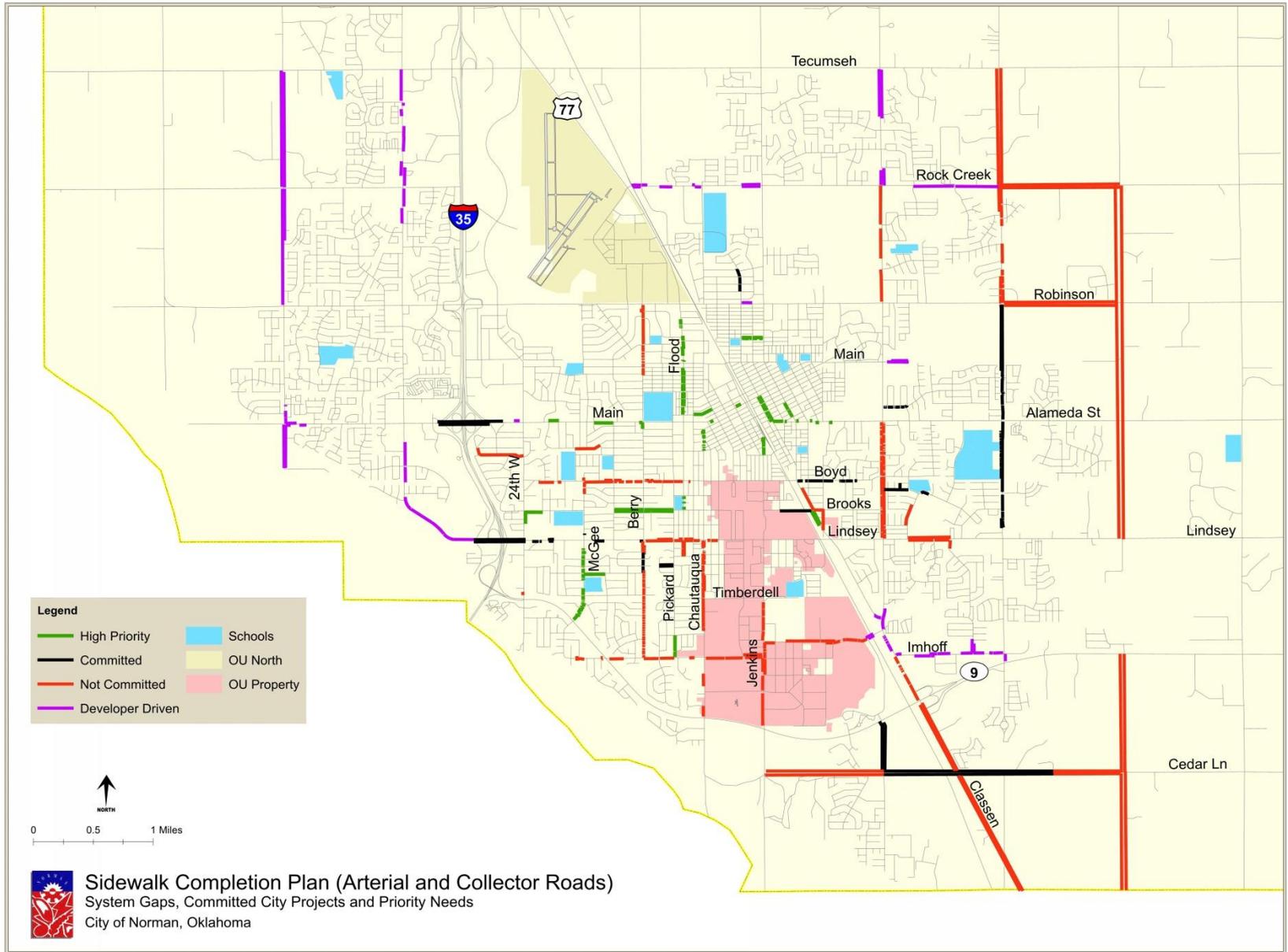
# Highlights of the Bike & Pedestrian Plan

- Extension of Historic Trail around Max Westheimer Airport
- Bike lanes along:
  - Lindsey (Elm to 24<sup>th</sup> Ave. W)
  - Ed Noble Parkway (Lindsey to Main)
  - Main (Westernview to 48<sup>th</sup> W) and 48<sup>th</sup> W (Main to Indian Hills)
  - Rock Creek Road
  - University (Boyd to Apache)
  - Webster (Duffy to Gray)
  - Acres (Berry to Porter)
- Shoulder bike lanes on all principal and minor rural arterials
- Side-paths
  - 12<sup>th</sup> Ave. E (Tecumseh to Lindsey)
  - Lindsey (12<sup>th</sup> Ave. E to Classen)



- Multi-purpose trails
  - Main (12<sup>th</sup> E. to 24<sup>th</sup> E.)
  - Robinson (24<sup>th</sup> E. to lake)

# Sidewalk Completion Plan

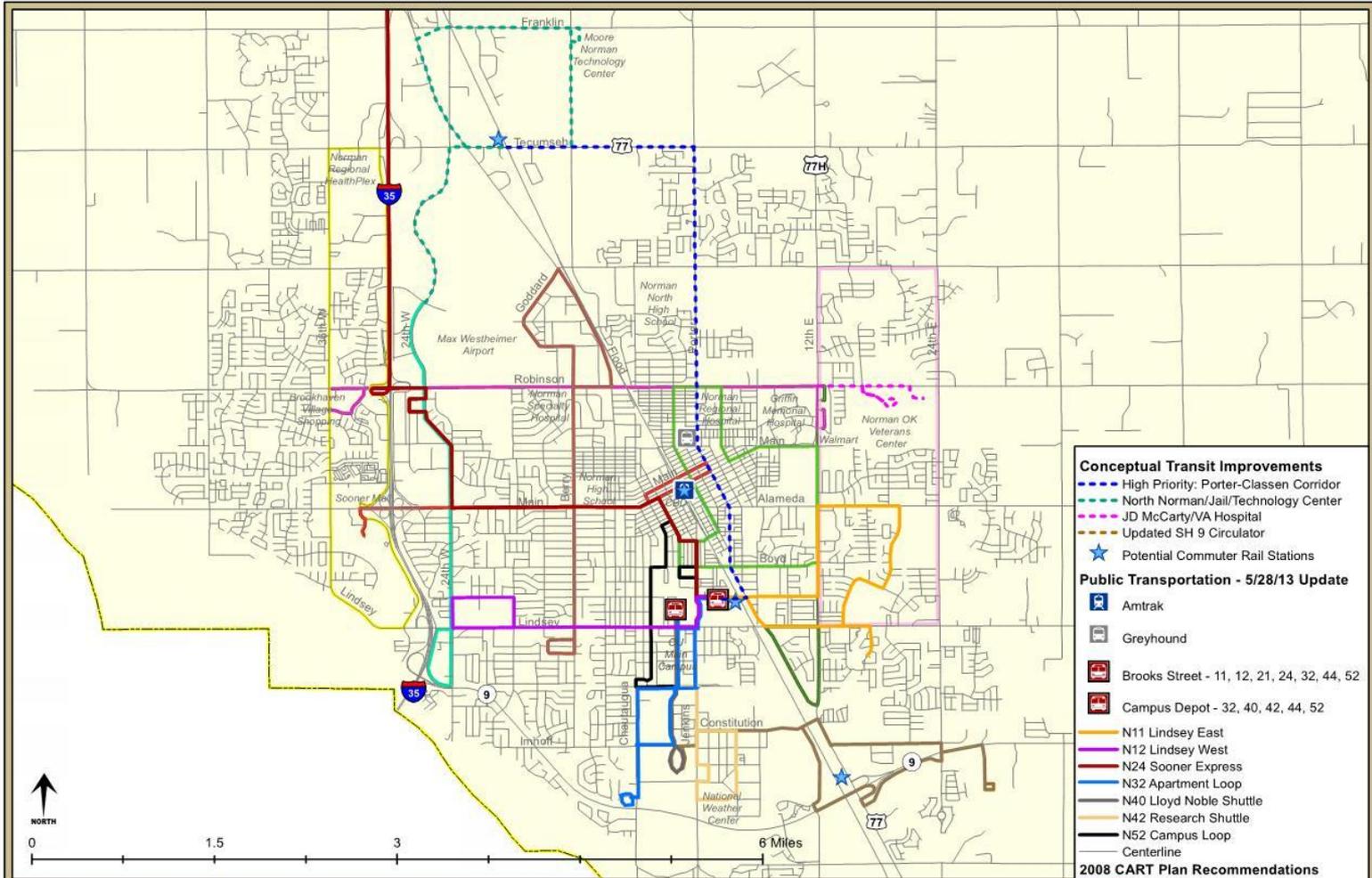


# Transit Needs

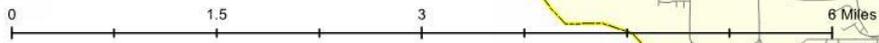


- Bus:
  - Enhance current service operations
  - System reconfiguration/expansion
- Commuter Rail:
  - Potential station locations
  - Funding
  - Land Use considerations
  - Regional Transportation Authority

# Transit Plan



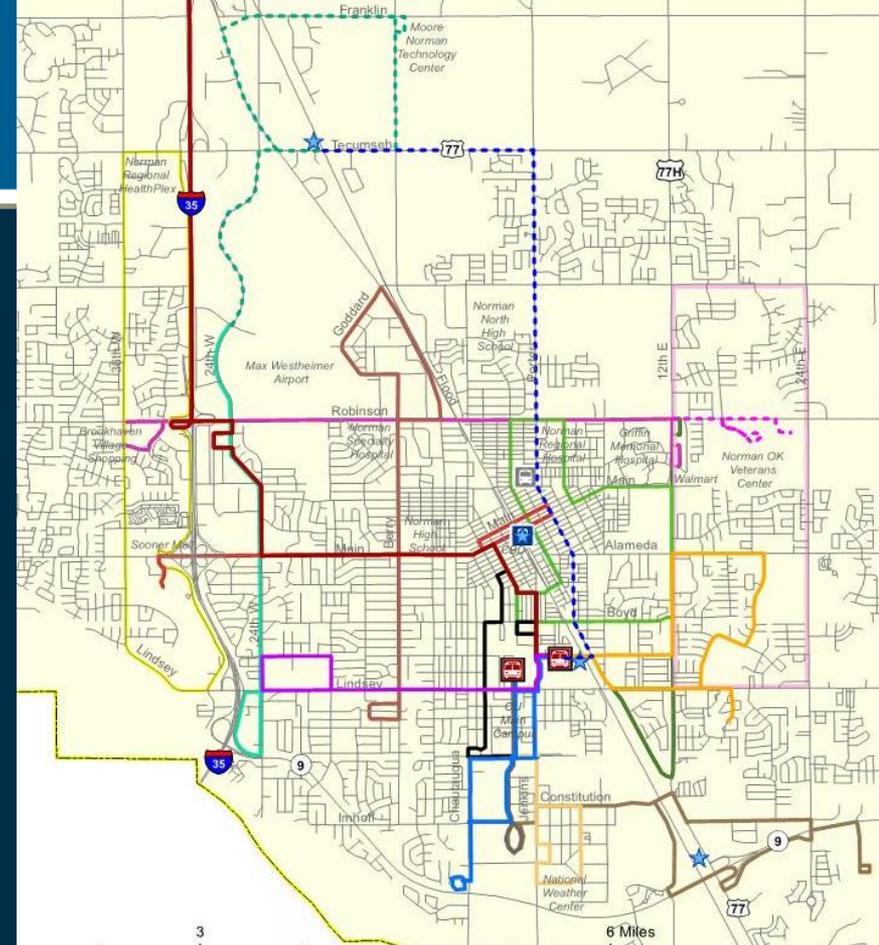
- Conceptual Transit Improvements**
- High Priority: Porter-Classen Corridor
  - North Norman/Jail/Technology Center
  - JD McCarty/VA Hospital
  - Updated SH 9 Circulator
  - Potential Commuter Rail Stations
- Public Transportation - 5/28/13 Update**
- Amtrak
  - Greyhound
  - Brooks Street - 11, 12, 21, 24, 32, 44, 52
  - Campus Depot - 32, 40, 42, 44, 52
  - N11 Lindsey East
  - N12 Lindsey West
  - N24 Sooner Express
  - N32 Apartment Loop
  - N40 Lloyd Noble Shuttle
  - N42 Research Shuttle
  - N52 Campus Loop
  - Centerline
- 2008 CART Plan Recommendations**
- N10 Rev. Main Street
  - N20 Rev. West Norman Circulator
  - N21 Rev. Alameda - East Norman
  - 12th Street Corridor
  - 24th Ave W Corridor
  - Berry Road Corridor
  - Downtown Campus Route
  - East Norman Circulator
  - Robinson Street Corridor
  - SH 9 Circulator



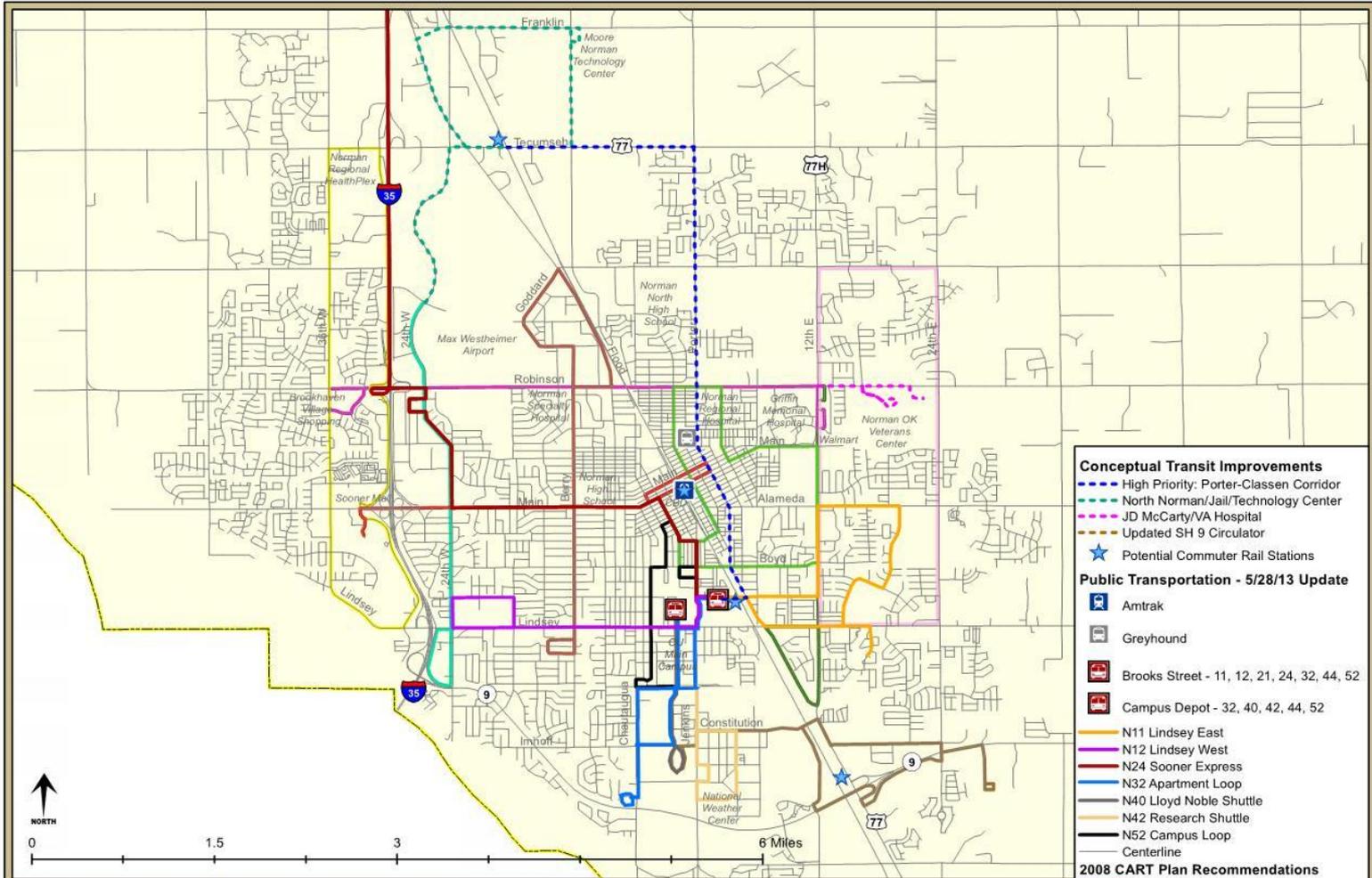
Public Transportation  
Existing / 2008 CART Plan Recommendations / CVC Transit Subcommittee - Conceptual Routes  
City of Norman, Oklahoma

# Highlights of the Transit Plan

- 2008 CARTS Plan; enhanced for:
  - Porter-Classen corridor
  - Moore Norman Technology Center
  - University North Park
  - SH9/Cedar Lane area
- Increased service frequency and hours of operation
- Better accommodation of patrons with wheelchairs
- ADA compliance at stops
- Regional Commuter Rail Stations
  - Tecumseh, Downtown, SH9/Imhoff
  - Platform for special events
- IH35 – Reversible HOV lane



# Transit Plan



**Conceptual Transit Improvements**

- High Priority: Porter-Classen Corridor
- North Norman/Jail/Technology Center
- JD McCarty/VA Hospital
- Updated SH 9 Circulator
- ★ Potential Commuter Rail Stations

**Public Transportation - 5/28/13 Update**

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- SH 9 Circulator



Public Transportation  
Existing / 2008 CART Plan Recommendations / CVC Transit Subcommittee - Conceptual Routes  
City of Norman, Oklahoma

# Airport, Freight and Emergency Response Needs



- Protect zoning around airport and industrial districts to serve freight, rail and air transportation needs
- Additional lane capacity for special events
- Additional grade separated crossing with RR
- Corridor enhancements
- Land use coordination

# Break to Information Stations



- 6:45PM** • Q & A at Information Stations
- 7:30PM** • Station Input & Comments Review Session
- 7:45PM** • Closing Remarks/Next Steps and Q&A

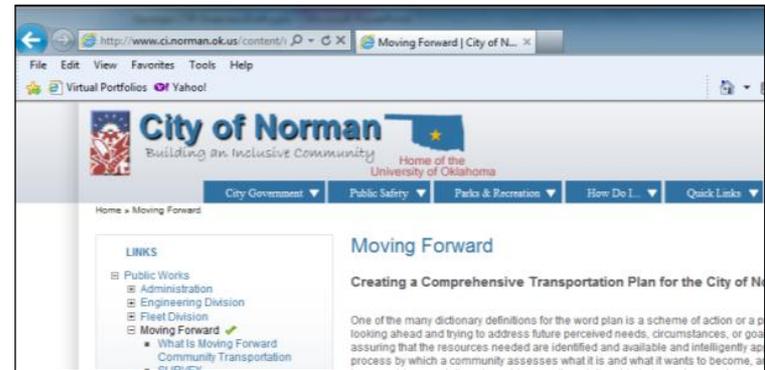
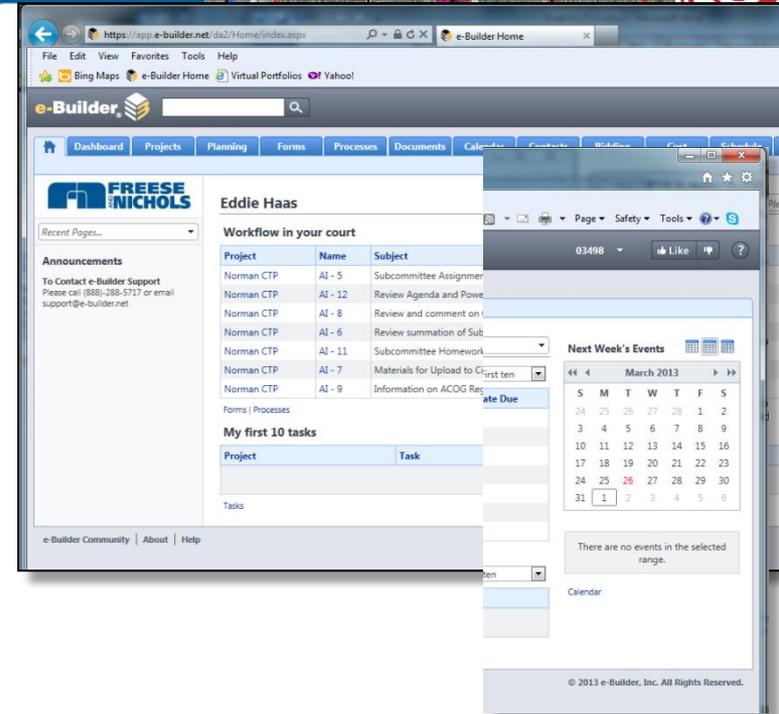
# Upcoming Work



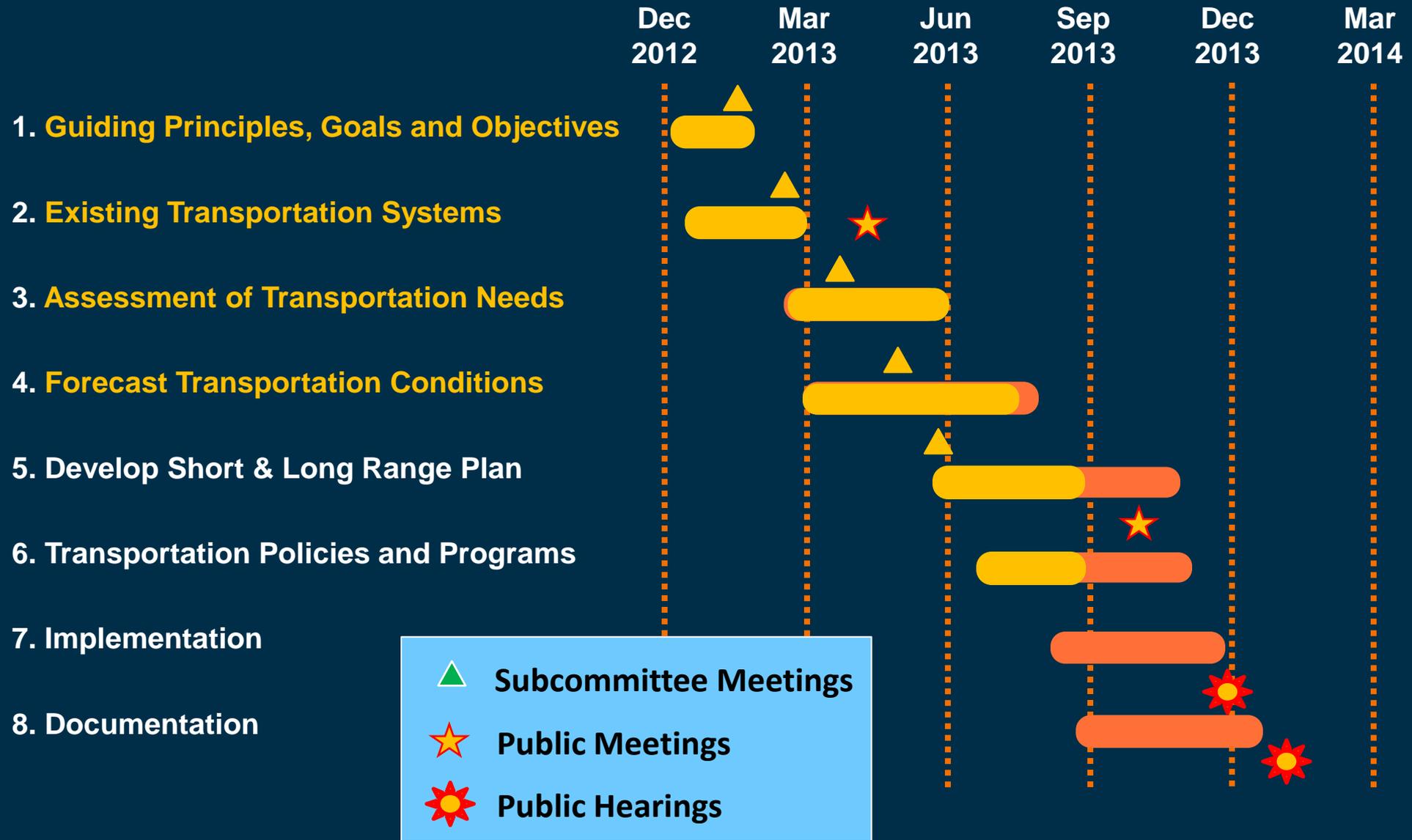
- Programs & Polices
  - Complete Streets
    - Project Selection Criteria
    - Design Considerations
  - Operations & Maintenance
    - Critical Intersections/Design Standards
    - Access/Corridor Management
    - CIP identification
  - Airport Preservation and Support
  - Growth and Development
    - Traffic Impact Assessment, Infrastructure Funding
  - Parking Program
- Short and Long Range Improvements
  - Short Range program for developing CIP
  - Long Range program for coordination with agencies
  - ROW preservation

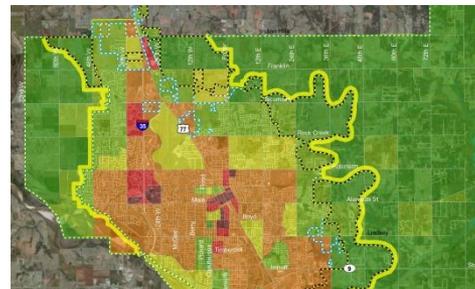
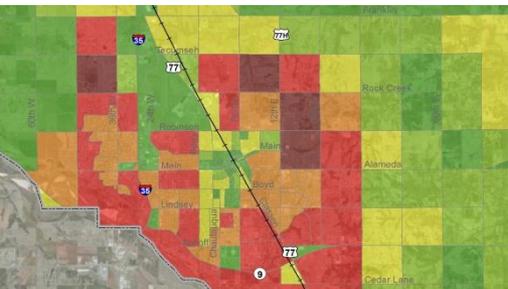
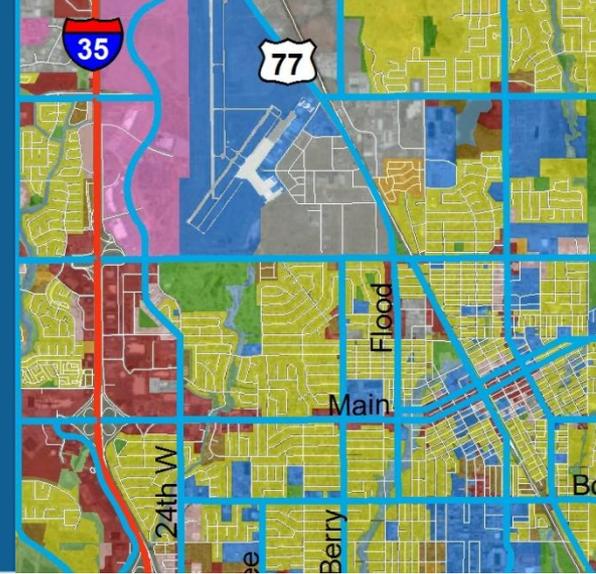
# Social Media

- SC continued review via e-Builder
- Posting of CTP interim products on City Moving Forward website
  - Subcommittee Meetings #1-5
  - Chamber of Commerce Committee
  - Public Open House #1 materials
  - Council Briefings
- Announcing availability of CTP interim products on Facebook
- Pushing out messages about CTP interim products using Twitter



# Overview Scope and Schedule





## CTP Q&A SESSION

**THANK YOU FOR YOUR INPUT!**